



New Zealand Government

briefing notes - road safety issues

Chatham Islands Council

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Chatham Islands Council.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Chatham Islands Council is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the Chatham Islands.

We encourage Chatham Islands Council to delve deeper into the highlighted issues and other road safety issues in the district. Contact the NZTA Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

Major road safety issues

Note
Issues are not in
any order

Chatham Islands Council

Bend - loss of control or head-on

2009 road trauma

Casualties

Chatham Islands
Council

Deaths 0

Serious casualties 3

Minor casualties 3

Nationally

Speed

Alcohol / Drugs

Young Drivers

Roads and Roadsides

Motorcyclists

Crashes

Chatham Islands
Council

Fatal crashes 0

Serious injury crashes 2

Minor injury crashes 2

Non-injury crashes 5

Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

Table 3 – Safer Journeys' areas of concern and the Safe System

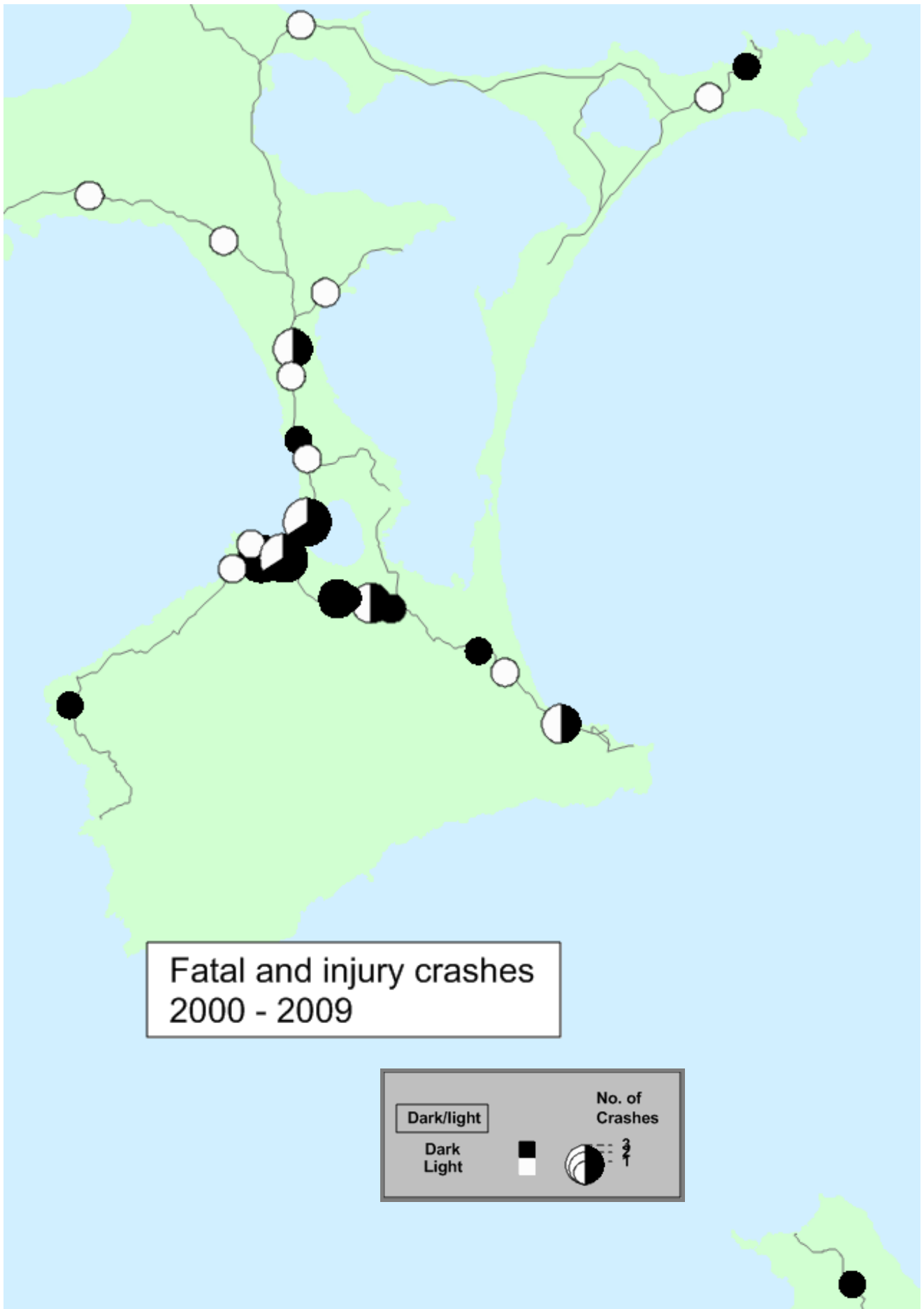
AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROADSIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
Areas of high concern				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
Areas of medium concern				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
Areas of continued and emerging focus				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source
Safer Journeys, Road Safety Strategy 2010-2020
Ministry of Transport
March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18



Overview

In 2009 on Chatham Islands Council roads there were four reported injury crashes, of which two were serious.

The table below shows the number of casualties resulting from these injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Chatham Islands Council				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	3	2	5
Urban	0	0	1	1
Total	0	3	3	6

Most crashes on roads on Chatham Islands are on roads in the rural areas.

Numbers are too small to indicate any trends in the data.

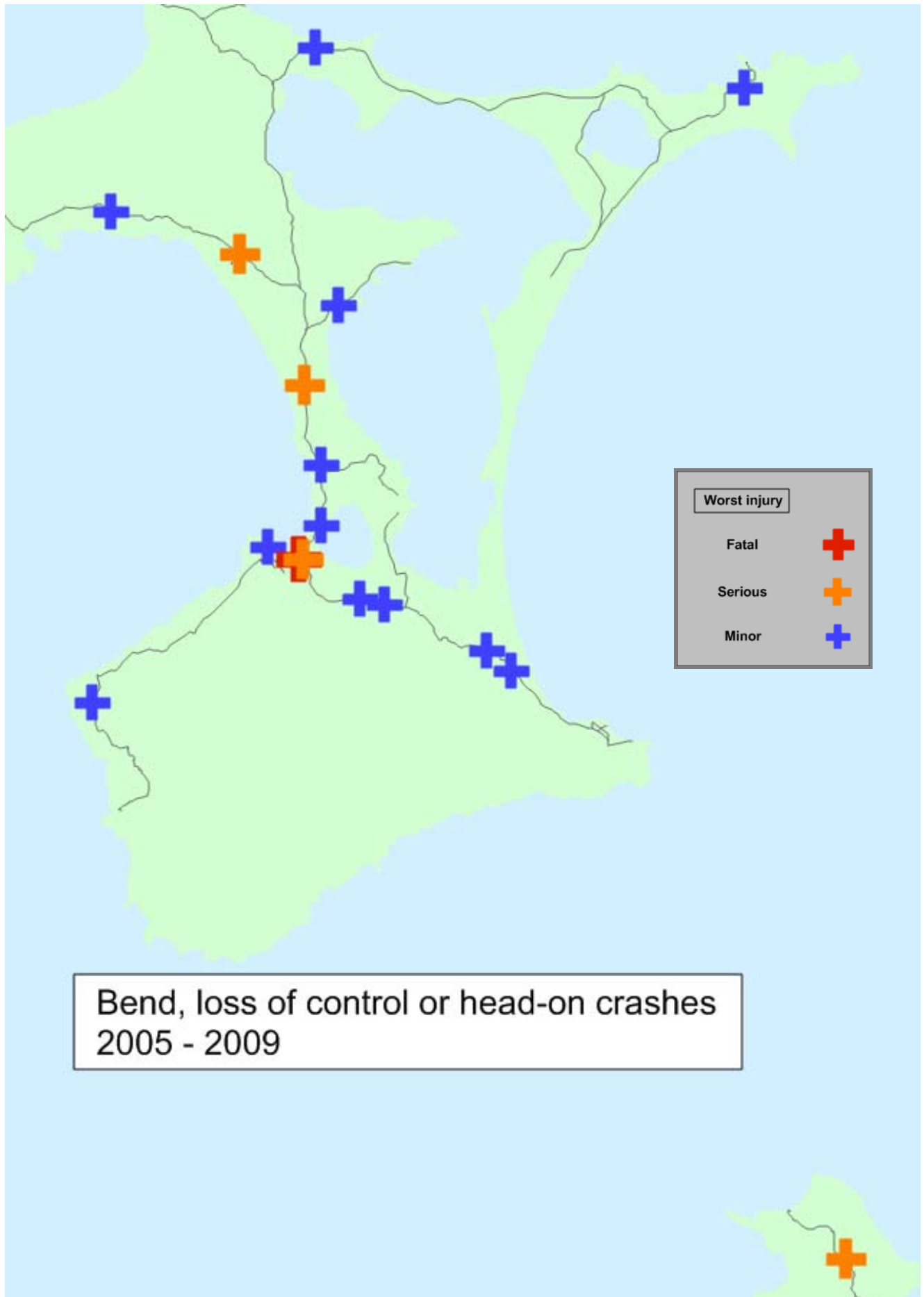
Crash trends in Chatham Islands Council				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	0	0	1	1
2001	0	1	0	1
2002	0	4	2	6
2003	0	2	2	4
2004	0	2	3	5
2005	0	1	3	4
2006	0	2	4	6
2007	0	2	3	5
2008	1	0	3	4
2009	0	2	2	4

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Chatham Islands.

Crash characteristics (2005 to 2009) Chatham Islands Council				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	38	26	6	1
Too fast	25	26	6	1
At bends	63	74	17	1
On straights	0	4	1	1
Intersections	0	4	1	1
Road factors / roadsides	13	26	6	1
Motorcycling	38	13	3	1
Young drivers	17	45	9	1
Fatigue	0	4	1	2
Distraction	0	0	0	2
Pedestrians	0	0	0	2
Cycling	0	0	0	2
Heavy vehicles	0	0	0	2
Older road users	0	0	0	3
Overseas drivers	0	5	1	-

Further information about the 23 injury crashes on roads in Chatham Islands Council, 2005 to 2009:

- 1 deaths, 11 serious injuries and 17 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (35 percent of at fault drivers)
- Social cost of crashes in 2009 \$1.98 m



Bend - loss of control or head on

Between 2005 and 2009, 74 percent of all injury crashes in Chatham Islands Council were bend - loss of control or head on crashes. These crashes resulted in 1 death, 7 serious injuries and 14 minor injuries.

The number of crashes reported in 2009 was the lowest in the five year period.

Bend - loss of control or head on crashes Chatham Islands Council (2005 - 2009)

Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	0	1	3	4
2006	0	1	3	4
2007	0	1	3	4
2008	1	0	3	4
2009	0	1	0	1
Total	1	4	12	17

Young drivers represented 41 percent of at fault drivers in these crashes on the Islands. In that age group, males made up 57 percent of at fault drivers

Overall, males accounted for 82 percent of all at-fault drivers.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009

Ages	Male	Female	Total
15 to 19	2	0	2
20 to 24	2	3	5
25 to 29	2	0	2
30 to 39	4	0	4
40 to 49	2	0	2
50 to 59	2	0	2
60 to 69	0	0	0
70 and over	0	0	0
Total	14	3	17

If drivers lose control, their vehicles they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Chatham Islands Council were cliffs or banks (4), fences (3), and ditches (3) from a total of 12 objects struck.

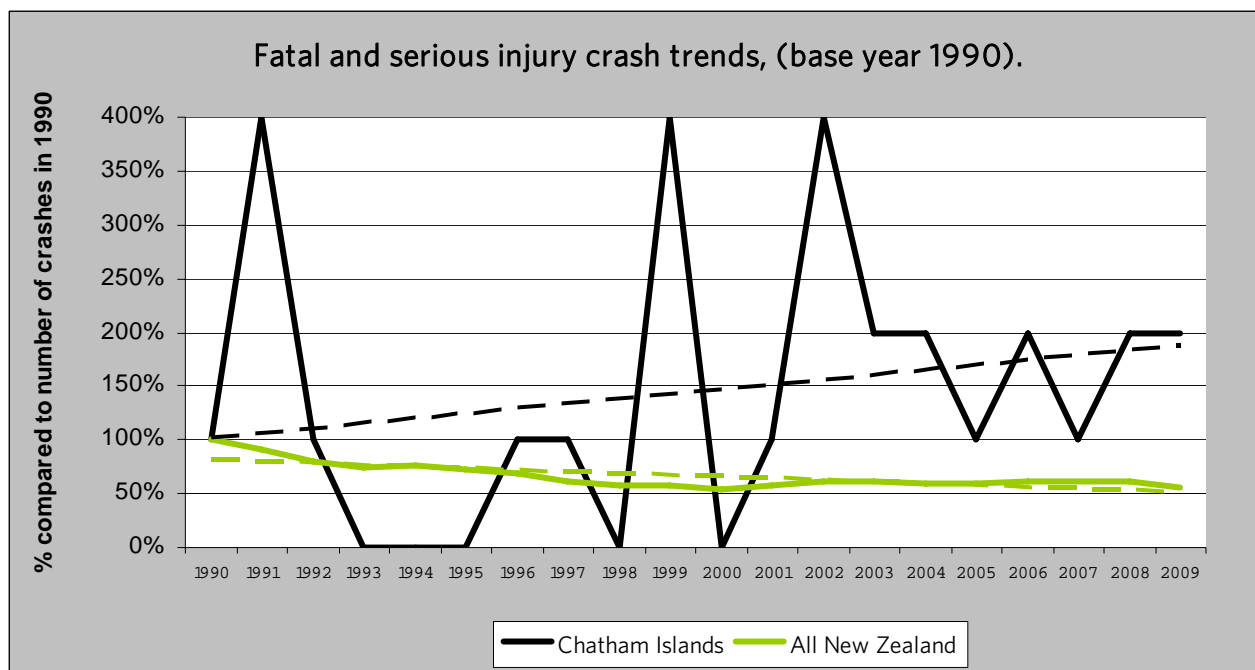
A roadside hazard was struck in 71 percent of bend - loss of control or head on crashes.

Further information about the 17 injury bend - loss of control or head on crashes on local roads in Chatham Islands Council, (2005 to 2009):

- 29 percent of crashes involved alcohol
- 35 percent of crashes involved speed too fast for the conditions
- 35 percent involved road factors
- 76 percent involved poor handling
- 94 percent were on rural roads
- 6 percent were on wet roads
- 41 percent were at night

Looking back - the last two decades.

The vision of the Government's "Safer Journeys" road safety strategy is "A safe road system that is increasingly free of road deaths and serious injuries". The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Chatham Islands Council and for the country as a whole.



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